November 1985, May, 1987 and June, 1988.

(c) and (d) During the visit to China from June 4—10, 1988 by a delegation led by the Commerce Secretary and agreement, in principle, was arrived at to resume border trade between India and China and to work out the modalities thereof. Details in this regard would de pend on the modalities which may be agreed upon.

Poor condition of Private buses on DTC Routes

1529. SHRI SURENDRA SINGH THAKUR : Will the Minister of SUR FACE TRANSPORT be pleased to state:

(a) whether it is a fact that private buses are being run in Delhi on almost all DTC routes without any control of DTC,

(b) if so, what steps have been taken by Government to ensure timely operation of private buses on DTC routes;

(c) whether Government are aware that the private buses do not observe standard norms set for DTC buses regarding safety measures and seating capacity; and

(d) what is the loss of revenue per annum to DTC due to operation of private buses on DTC routes?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

(c) These buses are given fixed time schedules and are required to observe the standard norms set up for DTC buses. Whenever any irregularity is noticed, strict action is taken against the bus owner.

(d) The entire cost of operations ot private buses is met by the private operators.

Viability of Veravai-Rajkot Railway project for Broad Gauge

1530. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that Veravai-Rajkot Broad Gauge Railway project has been found to be viable and feasible; and

(b) when primary survey was conducted and what steps have been taken to implement the project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b) A techno-economic survey for conversion of Rajkot-Veraval (185 km) MG line into BG was completed in May, 1988. The Project was estimated to cost Rs. 68.14 crores with remunerative rate of return. The proposal has been referred to the Planning Commission for consideration and clearance.

Night landing Facilities at airports

1531. SHRI SHANKER SINH VAGHELA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to' state:

(a) what are the names of airports which are without' night landing facilities and those which are without adequate instrument landing systems;

(b) what is the number of posts lying vacant in the Directorate of Air Safety and the Directorate of Airworthiness giving names of the key posts;

(c) whether it is a fact that the Directorate General of Civil Aviation returned the unspent amount of about Rs. 2 crores

out ot the Rs.3 crores allocated to it in 1987-88 and is likely to return about a crore of rupees in the current financial year; and

(d) if so, what are the reasons therefoi in spite of the urgent requirements being left out?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Out of the total 87 civil airports under the control of the National Airports Authority, requirement of nighf landing facilities has been projected by the airlines in respect of 35 airports only, out of which 27 airports have already got night landing facilities and at the remaining 8 airports, the National Airports Authority plans to provide these facilities. The names of the airports which are not equipped with the night landing facilities are given a.t Statement-I *(see* below) and those which are equipped with night landing facilities are given at statement-II *(see* below).

As regards provision of Instrument Landing System (ILS), airports are identified on consideration of operational requirements, the terrain problems and proneness to weather/visibility problems, in consultation with the operators. Out of 57 airports where jet aircraft of Indian Airlines operate, ILS facilities have been provide at 19 airports and project to provide ILS at 6 more airports is in progress 5 more airports nave been identified in consultation with Indian Airlines for provision of ILS at those airports also. Defence Authorities have also provided ILS at 5 of their airports. This will leave 22 airports without ILS and Indian Airlines have not projected requirement of ILS for any of them. Names of such airports are:-

lodhpur, Pathankot, Madurai, Vis-Akhapamam Goimbatore, Silchar, Port-Blair, Dimapur; Jorhat, Baghdogra, Au-rangabad, Bhavnagar, Jamnagar, Raipur, Rajkot, Bhuj, Belgaum, Tejpur, Pune, Allahabad, Nasik and Leh.

(b) As on date there are, in all, 79 vacancies in all the grades in the Direc torates of Air Safe'ty and Airworthiness, under the DGCA. Of these, 39 vacancies are in the grade of Director, Deputy Director, Air Safety Officer and Airwor thiness Officer, etc.

(c) (i) Yes, Sir, in so far as 1987-88 is concerned;

(ii) No, Sir. The surrender is likely to be about Rs. 45.00 lakhs in 1988-89.

(d) During the year 1987-88, the amount was surrendered due to economy instructions of the Government in view of the severe drought conditions, in the country. The likely surrender during the current year is due to non-creation of some posts, as earlier planned.

Statement-I

The aerodromes which are under the control of National Airports Authority and not equipped with night landing facilities, are as under:-

1. Akola
2. Cooch Bihar
3. Dimapur
4. Jabalpur
5. Kandla
6. Kamalpur
7. Kolhapur
8. Mohanbari
9. Passighat
10. Raipur
11. Shoiapur
12. Warangal
13. Aurangabad
14. Cuddapah
* 15. Gaya
16. Jharsuguda

17 Keshod
18 Kota
19 Lilabari
20. Mysore
21. Porbander
22. Rajamundry
23. Tirupathi
24. Dehradun
25. Imphal
26. Kailashahar
27. Kulu
28. Ludhiana
29. Pantnagar
30. Shillong
31: Vijayawada
32. Shimla
33. Agatti
34. Ballurghat
35. Behala
36. Bilaspur
37. Bombay, Juhu
38. Chakulia
39. Deesa
40. Donakonda
41. Hassan
42. Hubli
43. Jhansi
44. Jogbani
45. Kanpur
46. Khandwa
47. Khowai
48. Lalitpur
49. Malda
50. Nadirgul
51. Panagarh
52. Panna
53. Raxaul
54. Rupsi
55. Satna
56. Sheila
57. Tanjore
58. Turial (Aizwal)
59. Vellore
60. Muzaffarpur.

Statement-H

The Aerodromes which are equipped with night landing facilities, are as follows:—

1. Ahmedabad
2. Guwahati
3. Nagour
4 Udaipur
5 Bhopal
6 Rajkot
7 Mangalore
8. Belgaum
9, Ranchi
10 Hyderabad
li Lucknow
12 Tiruchirapalli
13 Varanasi
14 Bhavnagar
15. Patna
16. Madurai
17. Agartala
18. Khajuraho
19. Trivandrum
20. Amritsar
21. Jaipur
22. Vadodara
23. Indore
24. Bhubaneshwar
25. Coimbatore
26. Calicut
27. Delhi, Safdarjung Airport